

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 4 August 1950

SUBJECT Reconstruction of the Second Track
on the Wittenberge-Geestrotberg
Line 25X1

NO. OF PAGES 2

PLACE
ACQUIRED [REDACTED]NO. OF ENCLS. 1
(LISTED BELOW)DATE OF
INFO. [REDACTED]SUPPLEMENT TO 25X1
REPORT NO. [REDACTED]

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THIS IS UNEVALUATED INFORMATION

25X1 1. It was learned on 19 January 1950 that the recon-
 struction of the second track of the Wittenberge
 (153/Y 69) - Geestrotberg (153/Y 77) line is
 25X1 planned for 1950.

25X1 2. [REDACTED]

25X1 The second track is to be relaid on the Wit-
 tenberge-Geestrotberg line. The work is to
 be undertaken by the Wittenberge Railroad
 Construction Bureau. Its execution is to
 begin as soon as possible. For this purpose
 a work order with a detailed list of the re-
 quired permanent way materials, as arranged
 by telephone on 3 March 1950, will have to
 be submitted. The required labor will be re-
 cruited in agreement with the labor office.
 The construction work will be performed ac-
 cording to the specifications laid down for
 the R 49 Br 45 L type permanent road. A
 graphic time table indicating the scheduled
 progress of the construction work will be
 25X1 submitted for approval. If the required
 materials are delivered in time, the pro-
 ject should be completed by 27 May 1950. [REDACTED]

25X1 [REDACTED] Comment. This section of the line is a bottle-
 neck on the Wittenberge-Magdeburg (153/Y 60) trunk
 line which can only be overcome by the reconstruction
 of the second track. For sketch see Annex.

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Whether the second track of the Elbe River bridge, with a span of 1,100 meters, is also to be rehabilitated, is not quite clear, but probable. At present the roadbed of the second track is being used as a roadway in lieu of the destroyed road bridge. By order of the Soviets this roadway was recently widened from 3 to 3.60 meters.

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This work was completed in May. It is not known whether the roadbed of the second track will continue as a temporary roadway after the reconstruction of the second track. In the Investment Program for 1950, 525,000 roubles are earmarked for the construction project. K 49 Br-type permanent road is built with the heaviest rails in 30 meter lengths. 45 E means that 45 steel ties are provided for 30 meters of rails. The target date for the completion of the project does not seem to have been kept since the beginning of the work was considerably delayed and information on its completion has not been received.

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